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SUBJECT Uranium Mines in the Annaberg-Aue-Johanngeorgenstadt Area

THIS IS UNEVALUATED INFORMATION

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3. Annaberg now has about 50,000 inhabitants. There are some 300 men of the Barracked Volkspolizei stationed in the town, as well as a Soviet infantry battalion, and a small transport unit with 10 trucks. On Bernsteinerstrasse there is a school for Russian mining engineers. They wear dark blue field blouses and long dark blue hose. They have no shoulder boards, but a kind of chevron of gold braid on the left upper arm, and a hammer and crossed axes on the collar. About 60 percent of the Annaberg shafts have been closed in the course of time because of the poor yield. The equipment of these abandoned shafts has been taken to the Breitenbrunner storehouse of Object 8. The opening of new shafts in the Object 8 area is being pressed.
4. Aue now has about 45,000 inhabitants. There is a Soviet infantry battalion in a former factory on Pfannenstielerstrasse. North of the town, on the road to Chemnitz, there is a permanent roadblock. Near the railroad station is a central labor administration for the whole Aue uranium area. Aue is the seat of Object 9, which manages the shafts in and around the town. At the east side of the town is the ore-washing installation, a two-story brick building. Three shifts of 130 men each work there. The production capacity of an eight-hour shift is about 750 tons of ore. This ore-washing process is closed off and guarded by Soviet soldiers with dogs. There are an especially large number of Soviets here. German drivers of trucks carrying ore have special passes and carry a Soviet rider while they are in the closed area.
5. In Schneeberg, which has now some 20,000 inhabitants there is a Soviet infantry battalion and an MVD unit. In the town there are two transportation objects, each having available about 350 trucks, 150 buses and 65 armored cars. At the northwest entrance to the town there is a roadblock. There are six or seven shafts near the town.
6. Schwarzenberg, with about 25,000 inhabitants, is the seat of Object 12, established in the factory formerly belonging to the Krauss firm. The occupation troops are a battalion of infantry and an NKVD unit. Near the barracks there is a housing area for about 2,000 Soviet families. Outside the town are the two buildings of the ore mill. Three shifts, of 60 Soviets each, work here.
7. At Johanngeorgenstadt a regular building program is daily increasing the number of the 45,000 inhabitants. It is the seat of Objects 1, 2, and 5. The troops consist of a Soviet infantry battalion and a company of German border police. In addition to the city an emergency commando is stationed in the town. The railroad to Johanngeorgenstadt is now double-tracked.
8. Sosa is a village of about 3,000 people. It is becoming more important, since a dam is under construction for the regulation of the mountain streams.
9. There is a shaft about 150 km south of the Schneeberg-Schwarzenberg road. It belongs to Object 9, and an area of a square km is surrounded by a palisade two m high. Near this shaft there is a Soviet AAA position with five 105 mm guns, whose artillerists live in a barracks.

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10. Another shaft belonging to Object 9 lies three km north of Schwarzenberg. It has 200 men working in each shift.
11. Another shaft opened in the fall of 1950 was made over for water supply in the spring of 1951. Pumps carry water to numerous shafts, serving especially the area north of Johanngeorgenstadt.
12. Shaft 5 in the Annaberg area is being reconstructed and is now working with only 30 men to a shift.
13. Shaft 25 has a staff of 2,000 men a shift and each shift produces about 700 "Hunden" (1 Hund - 1 cubic cm). This shaft has its own sorting installation where the ore is divided into "Active", "Type I" and "Type II." "Active" ore is sorted out at most shafts, but few of them have the technical equipment to identify the other two types.
14. Shaft 257 is the twin of Shaft 25. It has the same equipment and production.
15. Shaft 304 B has been working since Mar 1951, with 50 men to a shift. It is administered by the head of Shaft 304.
16. Shafts 304 and 305 each have about 1,000 men a shift and a production of about 250 Hunden a shift.
17. Shaft 214 was closed in the summer of 1950 because of poor yield, but the following spring was reopened as a training shaft for apprentice miners. In Object 8 alone there are 450 of these apprentices, who were paid between 280 and 300 DM during the first year. During the first year they spend their time in training shafts, during the second they serve as helpers in another shaft, and during the third they are in school. The apprentices are between 16 and 18 and almost all belong to the FDJ (Free German Youth).
18. Shaft 309 has a crew of about 1,000 and a production of about 350 Hunden.
19. Shaft 199, in a wood, has 500 men a shift, and a production of some 200 Hunden.
20. Shaft 258, called "Stalin shaft" and its twin, Shaft 7, each have about 1,000 men a shift, and a production of around 400 Hunden.
21. Shaft 125 has 400 men a shift and produces about 250 Hunden each shift. The deputy head of this shaft is Wilhelm Fleschke. Under the management of this shaft is shaft 126, with 150 men a shift, and a production of 100 Hunden. A Soviet infantry company is stationed near this shaft, and also nearby there is a workers' housing project for some 5,000 German laborers.
22. Shaft 8 has 400 men and has a production of 250 Hunden.
23. The largest shaft of the area is Shaft 167, which began to be used in 1950, and employs 2,500 men a shift, producing 600 Hunden. This shaft is equipped with a sorting installation.

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24. Shaft 23 has been out of use since the winter of 1950, but the technical equipment has not yet been removed.
25. Shaft 310, belonging to Object 12, has a work staff of 500 men.
26. Near Shaft 9 there are four 105 mm AA guns, equipped with automatic ranging apparatus.
27. Shaft 306 employs 300 men and has a production of 150 Munden.
28. Shaft 248 has 800 workers and a production of 300 Munden. Here also is a sorting apparatus.
29. Shaft 246 is the most modern in the Object 8 area. It has four turbine driven air-compressors and a sorting apparatus in the shaft itself. The work force is 1,200 men and the production around 500 Munden.
30. Shaft 10 has not been operated since the fall of 1950. The equipment has not been removed.
31. Shaft 11 has been working since 1951. Production unknown.
32. Shaft 98 has a work force of 1,000 men and a production of 250 Munden.
33. Shaft 12 is called the "Geologist shaft", and under the management of the German geologist Weidlich.
34. Of the three types of ore the "Active" is immediately packed in cases of 100 by 60 cm, each case weighing 30 to 40 kg. The trucks that carry these cases are driven by Soviets and each has another Soviet on the tail of the truck. Radioactivity of the "Active" ore is quite strong. Drivers who handle the trucks develop bad headaches after several weeks. "Active" ore is taken to the ore mill at Breitenbrunn.
35. "Type I" ore also goes to Breitenbrunn, but without special security precautions and in trucks with German drivers. As a rule "Type II" ore also goes to Breitenbrunn, to the railroad station and from there to the ore-washing installation. Only shafts near Ans send Type II direct to the ore-washery via truck.
36. From the ore-mill at Breitenbrunn, the worker ore is carried by rail to Johann-georgenstadt. About 300 tons a day are made ready there.
37. The former high pay has been slowly but steadily brought down, as it no longer was necessary to use it as an attraction. A truck driver gets up to 300 RM a month, with overtime, but the overtime is limited, and is to be abolished. In orders for new installations the premium clause for over-quota production no longer appears. A miner now gets 10.20 to 18 RM a shift.
38. Each Object and each section has its own budget. It often happens that new installations cannot keep within their budgets. When this happens the payrolls are examined by a Soviet accountant and "validated" until they are brought into line with the budget. The "validation" falls especially on laborers who get high pay. Pretexts are useless.

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39. Compared to the rest of the Sovzone the food in the uranium area is good. When there are protests from the miners that they have not received their quotas, the Soviets are very energetic in following matters up.
40. Persons living in the uranium area have identification papers with a special stamp that allows them within the closed area. Workers and office workers at the Wismuth AG must present their identification cards at the personnel section of the appropriate Object and receive in return two special passes. One is a pass to the barred area, the other a pass to the place where they work. Both are printed on dark brown striped paper. The shaft pass is rectangular, with a diagonal red stripe. Truck drivers have a pass with a red-gold stripe. Visitors to the barred area must tell who they are to visit before being allowed to enter. There are not too many general examination points, so that people move about the barred area rather freely. Only when there is suspicion of agents in the area does control become sharper. Nevertheless the areas around the shafts are fenced in and guarded by Soviet soldiers. At the entry to a shaft area there is an examination of papers and one with a Geiger counter. The sensitivity of the Geiger counters often causes them to react to the protective clothing of the miners and brings the suspicion that they are carrying out ore.
41. In the first quarter of 1953 an effort was made to get rid of German labor altogether in the most important parts of the area. Thus the ore-washery at Aue and the ore-mill at Breitenbrunn were entirely staffed with Soviets instead of Germans, and as noted above, "Active" ore is handled entirely by Soviets at present.
42. The road net through the area is good. Nearly all roads were improved in 1950 and 1951 and several new ones were built. Traffic is extraordinarily heavy, especially when shifts are changed between 6:00 a.m. and 7:30 a.m., 3:00 p.m. and 5:00 p.m. and 10:30 p.m. and 2:00 a.m., the mass of laborers being carried to and from their work in trucks and buses. In addition the roads are much used for the transport of ore. The trucks in the area are Soviet ZIS 150 and Molotov, Czech Tatra and small American Chevrolets. The Soviets do an extraordinarily good business on the ZIS 150, which is valued by technical men as worth at most 15 to 20,000 DM, whereas they are bought by the Soviet Government at 60,000 DM. The ZIS 150 is a very serviceable truck, not well equipped by Western standards, but usually running for 100,000 km before needing an overhaul.

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